

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5217

英十月初六年二十三號光

MONDAY, JULY 30, 1906.

一月三十

英七月十三日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$9,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. Mr. W. J. Gresson
C. R. Lehmann, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.
ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 6th June, 1906. [21]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtao, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Baek fuer Handel und Industrie

Robert Wirschafer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

of M.

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg, Sal Oppenheim Jr. & Co., Koen.

Bayerische Hypothekar- und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong, 26th May, 1906. [24]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pekalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota, Radja (Achea), Telok-Semawe (Achea), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

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On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½% do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906. [25]

DENTAL SURGEON.

G. DE PERINDORGE.
DIPLOMA: PARIS.
Latest Improvements Including
PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street,
Hongkong, 1st June, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

617

618

619

SIEMSSSEN & CO.
Hongkong, 28th May, 1906.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

YOKOHAMA via SHANGHAI, JAVA, MOJI and KOBE.

SHANGHAI.

LONDON, &c.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th July, 1906. [26]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A. B. C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichinura, Kanada, Mamada, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotana, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,

6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

155

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong.

Hongkong, 28th April, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th September, 1905.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES, Manager. [25]

VICTORIA HOTEL,

MACAO HOTEL,

SHAMEEN, CANTON,

MACAO, CHINA,

ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906. [26]

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE

SPECIALTIES.

For terms, apply to—

THE PROPRIETOR.

Hongkong, 7th May, 1906. [27]

KING EDWARD HOTEL

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	3,363 tons.....	Captain H. D. Jones.
"POWAN".....	3,338 ".....	W. A. Valentine.
"FATSHAN".....	3,360 ".....	R. D. Thomas.
"HANKOW".....	3,973 ".....	C. V. Lloyd.
"KINSHAN".....	1,995 ".....	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		
Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.		

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	388 tons.....	Captain J. Wilcox.
"NANNING".....	569 ".....	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kungchuk, Kau-Kung, Samshui, Howlik, Shiu-Yung, Luk-Po, Luk-To, Lu-Ting-hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow..... Single \$15.00. Return \$25.00.

Canton to Tak-Hing..... Single \$12.50. Return \$21.00.

Canton to Samshui..... Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor) opp. site the Banking Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA".....	6,000	WEDNESDAY, August 1.....	August 22
"TARTAR".....	4,25	WEDNESDAY, August 8.....	September 1
"EMPERESS OF INDIA".....	6,000	WEDNESDAY, August 22.....	September 12
"ATHENIAN".....	4,440	WEDNESDAY, September 5.....	September 29
"EMPERESS OF JAPAN".....	6,000	WEDNESDAY, September 19.....	October 10
"MONTEAGLE".....	6,163	WEDNESDAY, October 3.....	October 27

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the ISLANDS OF JAPAN, KOBE, YOKOHAMA, VICTORIA, connecting at CANADA with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class,..... \$14 St. Lawrence \$14 New York \$62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail..... \$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent.

Corner Pedder Street and Praya, opposite Blake Pier. [13]

Hongkong, 23rd July, 1906.

CORNER PEDDER STREET AND PRAYA, opp. BLAKE PIER.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

S.S. "WING CHAI"	Tons	Captain
Captain T. AUSTIN, R.N.R.		
"KWONG CHOW".....	1,300	T. R. MEAD.

THIS Steamer departs from Hongkong on

THE Week Days and on Sundays, at 7:30 A.M., and returns from Macao at 2:30 P.M., as on

Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 23rd June, 1906.

Hongkong, 13th July, 1906.

Hongkong, 13th July, 1906.

Details.

IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO., LTD.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZEE, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

BAYERN..... WEDNESDAY, 1st August.

PRINZ REGENT LUITPOLD..... WEDNESDAY, 15th August.

PRINZ EITEL FRIEDRICH..... WEDNESDAY, 29th August.

SACHSEN..... WEDNESDAY, 12th September.

PRINZ HEINRICH..... WEDNESDAY, 26th September.

GNEISENAU..... WEDNESDAY, 10th October.

PRINZ LUDWIG..... WEDNESDAY, 24th October.

PRINZESS ALICE..... WEDNESDAY, 7th November.

PREUSSEN..... WEDNESDAY, 21st November.

ENTERTAINMENTS.

No. 1 DOCK.

Length inside, 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS,

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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RESERVE FUND \$10,000,000
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Silver Reserve \$5,950,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

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G. H. Medhurst, Esq., Deputy Chairman.

E. Goetz, Esq. R. Shaw, Esq.
Hon. Mr. W. J. Gresson N. A. Siebs, Esq.
C. R. Lenzenhau, Esq. H. A. W. Slade, Esq.
D. M. Nixon, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

ACTING CHIEF MANAGER: H. E. R. HUNTER

ACTING MANAGER: Shanghai—W. ADAMS ORAM.

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Hongkong, 30th May, 1905. [22]

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CAPITAL FULLY PAID-UP: Sh. Taels 7,500,000

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BOARD OF DIRECTORS: BERLIN.

BRANCHES:

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Peking Singapore Tientsin Tsimshau

Taipeh Yokohama

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Direction der Disconto-Gesellschaft

Deutsche Bank Berlin.

S. Bleichroeder

Berliner Handels-Gesellschaft

Baup fuer Handel und Industrie

Robert Warthaer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Berlin.

Bayerische Hypotheken und Wechselbank, Muenchen.

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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

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Do. 3 do. 3 1/2 do.

L. ENGEL, Agent.

Hongkong, 28th February, 1906. [25]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Padde Street.

Hongkong, 1st June, 1906. [26]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

W. E. CLARKE, Acting Secretary.

SIEMSEN & Co.

Hongkong, 28th May, 1906. [27]

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

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" " "POWAN,"	2,338 "	W. A. Valentine.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Losius.

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Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Nanning, Kunchuk, Kau-Kong, Shanshui, Howlik, Shiu-Hing, Luk-Po, Luk-Tu, Lo-Ting-Hau, Tak-Hung, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES.—Canton to Wuchow...Single \$15.00. Return \$25.00.

Canton to Tak-Hung...Single \$14.50. Return \$21.00.

Canton to Samsui...Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meal charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel.

OR OF BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the
"Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA".....6,000	WEDNESDAY, August 1August 22	
"TARTAR".....4,425	WEDNESDAY, August 8September 1	
"EMPEROR OF INDIA".....6,000	WEDNESDAY, August 22September 12	
"ATHENIAN".....4,440	WEDNESDAY, September 5September 29	
"EMPEROR OF JAPAN".....6,000	WEDNESDAY, September 19October 10	
"MONTEAGLE".....6,163	WEDNESDAY, October 3October 27	

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the ISLANDS) SEA OF JAPAN, KOREA, YOKOHAMA, VICTORIA, connecting at VAN THIEN with the COMPANY'S PALATIAL OVER- LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$120. 1/2 St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on £40.

Steamers, and 1st Class Rail £42.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments!

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, 23rd July, 1906.

Corner Pedder Street and Praya, opposite Blake Pier. [13]

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI," Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on 1 Week Days and on Sundays, at 7:30 A.M., and returns from Macao, at 2:30 P.M., as on Week Days.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3.50. Return Ticket, \$5.50; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong, is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 23rd June, 1906.

[17] Hongkong, 15th July, 1906. [18]

IMPERIAL GERMAN MAIL LINES.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Formes, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Spots will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,102	TUESDAY, 16th October.

ON TUESDAY, the 1st day of August, 1906, at Noon, the Steamship WILLEHAD, Captain Oberauer, with Mail, Passengers and Cargo, will leave this port as

Intimation.

W.M. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.
Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Po-
lished Top, Nickel-Silver Fitt-
ings, and White Enamelled
Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Po-
lished Top, Brass Fittings, and
White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Wal-
nut and Brush Polished Hard-
wood Top, Brass Fittings, and
White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany
Stained and Brush Polished
Hardwood Top, Brass Fittings
and Electro-Galvanized Pail,
very serviceable and acid re-
sisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 23rd July, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LENEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [150]

HONGKONG HIGH-LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
above-named Company will be held at
the Registered Office of the Company, Alex-
ander Buildings, Des Vieux Road Central,
Victoria, Hongkong, TO-MORROW, the
1st day of July, 1906, at 12 o'clock Noon,
when the following Resolutions which were
passed at an Extraordinary Meeting of the
Company held on Saturday, the 14th day of
October, 1905, pursuant to the Order dated the
28th day of March, 1905, made by the Supreme
Court of Hongkong in its Original Jurisdiction
in Action No. 371 of 1905, will be submitted
to confirmation as Special Resolutions:—

1. That the Special Resolution "being the
Fourth in Number passed and confirmed" at
Extraordinary General Meetings of this Company held on the 3rd and 20th
days of June, 1905, respectively, together
with all Agreements entered into there-
under, and particularly the Agreement
in writing bearing date the 18th day of
October, 1905, made between this
Company and its Liquidators (John D.
Humphreys & Son) of the one part and
the Peak Tramways Company, Limited,
of the other part be and the same are
hereby rescinded.

2. That the Draft Agreement submitted to
this Meeting and expressed to be made
between this Company and its Liquidators
of the one part and the "Peak
Tramways Company, Limited" of the
other part be and the same is hereby
approved and that the said Liquidators
and they are hereby authorized pursuant
to Sections 191 and 202 of the Com-
panies Ordinance, 1865 to enter into an
Agreement with the said "Peak Tram-
ways Company, Limited" in the terms
of the said Draft and to carry the same
into effect with such (if any) modification
as they may think expedient.

Dated 20th July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. [718]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-
YEARLY MEETING of SHARE-
HOLDERS in the Company will be held at
the Office of the Company, Hotel Mansions,
on TUESDAY, the 14th August, at Noon, for
the purpose of receiving a Report of the Directors
together with a Statement of Accounts,
declaring a Dividend, confirming the appoint-
ment of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
20th August, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906. [773]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ended 30th June,
1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company
and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th to 31st instant,
both days inclusive.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 19th July, 1906. [753]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 31st July, 1906, at 5 P.M., opposite the
City Hall,
ONE GREY CHINA LONY,
good quiet back, believed sound all over and
never been lame.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 30th July, 1906. [776]

To Let.

TO LET,
N.O. 1, ANTRIM VILLAS, Des Vieux Road,
Kowloon,
(on the sea front).
A Five-roomed House with a Large Square Hall.
Apply to—

HUGHES & HOUGH,
8, Des Vieux Road Central,
Hongkong, 28th July, 1906. [777]

TO LET.

HOUSES in MORRISON HILL GAP ROAD,
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.
EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wan Chai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GOLOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central,
Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODDOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.
Apply to—

JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,
Hongkong Hotel Co., Ltd.,
Hongkong, 9th July, 1906. [714]

TO LET.

N.O. 2, WEST END TERRACE.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 5th July, 1906. [703]

TO LET.

HAYTOR, THE PEAK,
Immediate Possession.
OFFICES in KING'S BUILDING and
YORK BUILDING,
GODDOWNS on PEAK EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFTON TERRACE,
FLATS in MORETON TERRACE.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 1st June, 1906. [727]

TO LET.

N.O. 13, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 30th December, 1905. [74]

TO LET.

N.O. 16, HOLLYWOOD ROAD, and
2, OLD BAILEY.

Apply to—

JARROTON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 2nd July, 1906. [691]

For Sale.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-
YEARLY MEETING of SHARE-
HOLDERS in the Company will be held at
the Office of the Company, Hotel Mansions,
on TUESDAY, the 14th August, at Noon, for
the purpose of receiving a Report of the Directors
together with a Statement of Accounts,
declaring a Dividend, confirming the appoint-
ment of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
20th August, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906. [773]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
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and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906. [773]

COMMERCIAL.

FREIGHT.

Messrs. Lamke & Rogge's fortnightly report
dated July 26 reads:—When we state "some
more charters than last fortnight, but still fur-
ther reduced rates, and the same unsatisfactory
state at the close," the business of the interval
under review is fairly summarized. Steamers
of all sizes continue to be unemployed.

Concerning Saigon, locally during the fort-
night chartering has taken place to the Philip-
pines and to Java; nothing done in other
directions. Philippines freight rates are now
reduced to 21 cents per picul for medium size,
about 28,000 piculs, last fixture. Saigon to
Java, August/September loading, some 2,000
tons cargoes done at 20 cents per picul.

Saigon to Java and back to Hongkong, rice
down and sugar up, combination charters,
round trips, there have been some for Septem-
ber/October, on private terms. Rates are not
supposed to be much above 40 cents or so for
the round.

Quarantine was established without any
warning on or about the 15th or 16th instant by
the French authorities at Saigon against
arrivals from this port. One does not exactly
know why this measure, now that plague is
practically extinct after prevailing here for
several months and after up till recently
medical examination only had been exercised
at Saigon.

Hilo has had chartering to Ningpo, at
probably between 25 and 26 cents, and a fixture
at Yokohama, rate 27 cents only. Hilo to
Hongkong is quoted nominally at 18 cents.

AENT Newchwang, we have, not heard of a
fixture Canton, but there is business reported
done for Amoy at, it is believed, about 20 to 18
cents only, less returns, and for Swatow, at
17 cents, probably less returns.

Turning to coal charters:—

A boat has been secured to load at Kuchinotzu
for Hongay, their has been a charter to Canton
at \$1.75, and to Hongkong at \$1.10 per ton.

Mojo to Hongkong, the reduced rate of \$1.25
per ton has been accepted.

As for sailors, there is nothing to report.

Estimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
D. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00
B, C, and E are excellent Dinner Wines; D and E are After-Dinner Wines of a very fine vintage.	
ALL ARE SUPERIOR XERES WINES.	

COGNAC BRANDY.

A. OLD PALE	\$20.00
B. SUPERIOR VERY OLD COGNAC	27.00
C. VERY OLD LIQUEUR COGNAC	33.00
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC	40.00
D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.	

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

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NOTICE.
All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum are proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post in addition \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 30, 1906.

HONGKONG YARN MARKET.

Since the Chinese New Year, the operators in the Hongkong yarn market have experienced a succession of set-backs which has all but demoralised one of the mainstays of the Colony's prosperity. A variety of causes has led to this unfortunate condition of things, and it is safe to say that many Chinese firms have been hard pushed by the long-continued depression.

Stocks were allowed to accumulate awaiting better days, but expenses were being incurred all the time, and even the expert dealers in yarn were at a loss to discover how they could unload without suffering serious pecuniary loss.

The failure of the crops in China withdrew a large number of orders which had been anticipated, for retrenchment and economy were enforced by the poverty of the interior.

Shanghai experienced the same stagnation in yarn sales, and the only prospect confronting dealers was the immediate opening of Manchuria to foreign trade.

As we noted the other day, Viscount Hayashi, the Japanese Minister of Foreign Affairs, has intimated that Manchuria will be thrown open to the traders of all nations on the 1st September, which is a concession that will be extremely welcome to the entire business community but more especially to those engaged in the yarn trade.

Nominally, the "No admittance" board has been presented to all those who have attempted to gain a foothold for the purposes of trade, but it is the firm conviction of many that the agents of the Japanese commercial houses were entrusted with

the magic "open sesame." It is doubtful, however, whether the Japanese are yet in a position to invade the yarn industry of Manchuria, and assuming that to be the case there are ample reasons for the highly optimistic views in Hongkong regarding the consumptive capacity of the province in question. While floods have to a certain extent lessened the purchasing power of the peasantry and small lot holders in Southern China, there is no evidence that the outlook is other than bright in the north, which, of course, means an increasing demand for materials woven from yarn and a corresponding fillip to the trade in Hongkong. Both importers and local dealers will derive benefit from this satisfactory state of affairs. Although the recovery which has now taken place in the yarn market is an appreciable one, the operators are by no means out of the wood. If we take the average of the lowest figures for some of the favourite "chops" which were bought at the high rates ruling last year, and add to that the godown rent which amounts to between 7 and 9 per cent., we find that operators must wait until the revival in prices has exceeded the average high rates at which the purchases were made before they can equalise their losses. It is a good indication that there is stability in the demand which has just arisen, inasmuch as it synchronises with the demand that is just beginning in Amoy for the districts for which Amoy is the yarn centre. Immediately following the Amoy demand, it usually happens that Foochow is the next centre to inquire for yarn from this market, and orders are expected to come in towards the end of August. By that time, it is expected that a good proportion of the stocks, both high-priced and averaged stocks, will be unloaded, and dealers will be in a position to supply ports still further north, such as Newchow and Chefoo, whose demands usually begin to arrive about the beginning of September. If the outlook continues as promising as it is to day there is every prospect that the losses, heavy as they have been, will in a large measure be recovered. With Laih open in September the immense market of Manchuria will be available so that a prosperous year for yarn operators seems a certainty. Advices from Bombay are all couched in glowing terms. A brisk and prosperous business has sprung up, and favoured by what is described as "a timely monsoon," there is every likelihood that the depression of the past few months will give place to an improving and profitable trade. The Chinese firms which were bitten by the unexpected hiatus in the yarn trade will rejoice at the combination of circumstances which promises to work for their benefit, and it is to be hoped they will succeed in recouping themselves for the losses incurred in the early part of the year, to say nothing of the anxiety caused by the speculative nature of their holdings. The second half of the Chinese year opens, therefore, with a most satisfactory outlook, and we can only trust that the hopes of importers and purchasers alike will be realised.

LOCAL AND GENERAL.

A CONCERT promoted by Mr. Cowan, of H.M.S. *Rambler*, will be given at the Kowloon Institute to-night, commencing at eight o'clock.

His Excellency the Governor will be "At Home" at Mountain Lodge on Wednesday, 8th of August, from 4.30 to 6.30 p.m. Croquet and tennis.

The Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 14th July, 1906, amounted to 18,468 tons and the sales during the same period to 15,487 tons.

Vice-Admiral Moore held a largely attended reception on the flagship of the British Squadron at Yokohama on the 19th inst. Among those present were Admiral Saito, Naval Minister, Vice-Admiral Ijima, and a number of Japanese naval officers.

WHAT is stated to be a final estimate of the total loss of life in the Japanese Armies during the war has now been made. According to the "official" figures, the number of men who were killed in battle or died from wounds or sickness aggregated 900,000.

It is stated that in view of the visit of the British Squadron to Korean waters early next month, Marquis Ito has asked the Korean Emperor to receive the British Commander-in-Chief and others in audience. The Emperor is said to have expressed his willingness to do so, "provided that he is not indisposed."

TWENTY-five coolies were paraded before Mr. H. H. J. Gompertz, at the Magistracy this morning, at the instance of Sergeant Gordon, charged with keeping a common gaming house at No. 115, Connaught Road, West, and gambling on the premises, on Sunday. The first accused was fined \$10, and the remainder \$3 each.

LAM Kam, a conservancy coolie, of No. 9, Upper Rutier Street, was arrested early this morning for depositing night-soil into the drain at the rear of No. 9, Stewart Terrace, the Peak. The coolie was placed before Mr. F. A. Hazlehead, at the Police Court this morning, at the instance of Inspector Dymond, charged with the offence. He was fined \$25.

THREE carpenters were arraigned before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with stealing a roll of canvas, valued at \$1, the property of the Hongkong and Whampoa Dock Co., Ltd. There was only sufficient evidence to convict one of the defendants and he was sentenced to six weeks' hard labour and six hours' stocks. The others were discharged.

OGU Mura, a Japanese seaman, employed on board the s.s. *Alabama*, was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of behaving in a disorderly manner whilst drunk in East Street, on Saturday. Ogu pleaded guilty, with a sweeping bow to the Court. The officer who made the arrest said accused was pushing Chinamen off the side-walk. His Worship imposed a fine of \$5.

THE *Hock* publishes a report from Sasebo to the effect that it is probable that the *Mikado* will be floated in the course of next month. Despite discouraging rumours which have been in circulation, the naval authorities are satisfied that the vessel will be able to resume her duties as a battleship. It is stated that means have now been found to check the inflow of water through the chief vent, which has been reached with much difficulty owing to the mud.

"Why don't they have that table properly attended to?" is the question that is being asked each morning at the Police Court. The table referred to is the one used by officials in the small Court. About a fortnight ago the table mysteriously disappeared, and after a couple of days was again in its old place, looking quite new. Several persons who sat at the table found on leaving it that their coat sleeves were covered with paint. Someone complained and a few hours later it was noticed that large sheets of paper were spread on the table as protection against the paint, while on blotting paper on the table were the words, "Wet Paint." The table was removed the following morning, and after a lapse of about two days, it returned in much the same condition as it was when first brought in. This morning two visitors to the Court had their coats "tarred," and if words and looks could do harm woe to those who are to blame.

TRAM-WRECKERS are at work again. The punishment passed on a school-boy by Mr. F. A. Hazlehead about a fortnight ago does not seem to have had any effect on others of the same clique, for during the past week no less than five attempts to derail tramcars were made at West Point. On one occasion the attempt was successful. A car, westward bound, in turning the curve into Connaught Road West, ran over an iron bolt and was derailed, at the same time running on to the track of an east bound car. That car was either unable to pull up in time, or owing to the absence of lights on the derailed car, crashed into the stationary tram, doing some damage to both cars. A sharp lookout is being kept in order to capture the evildoer, but up to the present without success. Another attempt was made last night to get a car to jump the track, but as the motorman was on the lookout at West Point the bolt was seen and removed and the tram continued its journey.

Two days ago a hawker, looking more dead than alive, was taken to the Central Police Station and later removed to the Government Civil Hospital for treatment. He was alleged to have been "seriously assaulted" by a trammer named F. C. Jackson and the watchman of the Hongkong Dispensary. Both men were held on heavy bail. After two days' confinement at the hospital, the coolie was discharged this morning and appeared at the Police Court to prosecute his alleged assailants, at the same time bringing air castles of what he would do when he got compensation. Mr. F. A. Hazlehead called for the girl's certificate to ascertain the damage done to complainant. Inspector Ritchie produced the paper and it was seen that under the column headed "suffering from?" Dr. Koch had inserted the word "nothing." Then the tables were turned on the hawker and he was charged with hawking without a licence, while his alleged assailants gave evidence for the prosecution. They said that, seeing defendant running away while other hawkers were stoning the police they gave chase and captured him, amid a shower of bricks and stones. It was then accused pretended that he was assaulted. He put it on so well, said an inspector, that when accused was sent to hospital I was expecting him to die on the way. The hawker was fined \$3.

A LITTLE Chinese girl, of some twelve years, had a very narrow escape from a tragic and untimely death last evening, just outside the Cricket Club Ground, and at the junction of Queen's Road and Gardeia Road. She was travelling in a tram-car, and at the spot mentioned, without waiting for the car to stop, she essayed to alight, and, in her ignorance, or innocence, she attempted to do so the wrong way—that was, facing the rear end of the car. She not only got out the wrong way, but also on the wrong side, and thus was somersaulted straight in front, and almost under the wheels, of a car advancing from the other direction. Some soldiers of the West Kents happened to be passing at the time, and they helped to pick the child up and place her in a ricksha, which was then put in charge of a *lukang* with instructions to take the girl to the Government Civil Hospital. The poor mite, who was unconscious, showed no marks of any cuts on her head, face or hands, and it was surmised that she was injured internally. Passengers in the tram-car should bear in mind one simple law of nature:—When alighting from a vehicle in motion be careful to do so facing the direction in which that vehicle is going. Notices, in Chinese, conspicuously posted up about the cars, where all who run may read, might have the effect of decreasing the number of these accidents.

THE EXCELLENT service of steamships maintained by the Norddeutscher Lloyd in the Far East was again evidenced to day, when the *Prinz Eitel Friedrich* arrived at Hongkong, having completed the journey from Singapore to this port in the remarkably short space of three days 21 hours. That probably constitutes a record for the northern run between the two ports; in any case it is a highly creditable achievement, and Messrs. Meichlers & Co. are justly entitled to plume themselves on the performance of the vessels for which they are the local agents.

ONE of the prettiest guides to Canton is that issued under the title "A Pictorial Guide to Canton." It sets forth concisely the attractions of the capital of Kwangtung, and he must be a curiously lethargic individual who could withstand the temptation of visiting Canton after perusing the latest guide. There are no long-winded narratives about mythical personages or antediluvian legends; short, succinct descriptions of the principal places of interest in and around Canton are given, and the text is filled out with a series of illustrations which could scarcely be surpassed. The visitor is to know much he should pay the professional guides, the best places to look for curios, and the industries which are worth the attention of those who are commercially minded. The advantages of travelling by the Hongkong, Canton and Macao Steamboat Company's vessels are pointed out, and in fact the "Guide to Canton" is admirably suited to the requirements of any one who is holiday bent, willing to read a snappy account of the chief city of Southern China but too busily to be bothered with interminable historical records. The "Guide," as stated, is crammed with photographic reproductions, and the engravers and printers, Messrs. Hood & Co., Middlesbrough, England, may be complimented on the work of art they have issued. The "Pictorial Guide to Canton" may be obtained from Lee Loong, Queen's Road, the price being 40 cents a copy.

FROM the annual report of the Equitable Life Assurance Society, it is apparent that after the recent cataclysm in the insurance world of America the Equitable has emerged in a more satisfactory position than ever. Its stability and sound basis are made apparent and its prosperity has never been greater than during the year that has closed. The majority of people are beginning to see more clearly every day the importance of insuring their lives; and the development of that spirit is shown in the operations of the Equitable. During the year 1905, the new assurance written (less the policies not taken) amounted to \$1,695,355 gold; or \$466,103 for each working day. And at the end of the year, the outstanding assurance amounted to \$1,465,123,436. During the last forty-six years the total benefits occurring to the policyholders of the Equitable (that is to say, the sums paid to policyholders, together with the assets now in hand) aggregate \$1,939,531,653; or \$15,329,196 more than they have themselves paid to the Society in premiums. The assets amount to nearly \$30 million gold; and there is a surplus at the back of the Society of \$8,557,000 dollars. Last year nearly six and three quarter million dollars were paid to policyholders as dividends. The Equitable has undoubtedly benefited by the fierce glare of public opinion which was directed against all American insurance corporations and the annual report shows that it was never in a better position than it is to day. Messrs. Shewan, Jones and Co. are the local agents.

OUR Teuton friends have certainly acquired the art of seductive advertising. From the Hamburg-American Line we have received a copy of the "Guide to Tsingtau and its surroundings," which has now reached its second edition. The object of this volume, for it runs to 135 pages, is to direct the attention of tourists and residents in the Far East to the beauties of the German settlement at Tsingtau—"the Green Isle," and the word pictures and pictorial representations of the scenes to be found in the island should strike a responsive chord in the heart of every true lover of nature. Tsingtau is in the same latitude as Gibraltar, Malta, Tokio and San Francisco. The best time to visit the protectorate is from April to July and from September till the end of November. The highest average temperature for a period of years was 77 degrees Fahrenheit, in August. On 3rd July, 1899, the highest temperature was recorded, apparently since the German occupation, when the mercury rose to 97 degrees Fahrenheit; the lowest occurred on the 2nd of January, 1902, when the mercury fell to 12.2 degrees Fahrenheit, or nearly 20 degrees below freezing point. Tsingtau seems to be an ideal resort not only for those whose constitutions have been undermined by the constant worries of the commercial world and the humid atmosphere of the south, but also for the scientist in every department. There are innumerable beauty spots to visit, and excursions galore. The "Guide to Tsingtau" is full of photographs and those who are thinking of taking a short rest before the end of the summer should make a point of visiting the office of the Hamburg-American Line in Hongkong and requesting a glimpse of this excellent and handy "Guide."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 30th at 11.15 a.m.—A general and considerable increase of pressure has taken place over China and Japan, except in the extreme N.E. of the latter area.

The highest pressure is over the China Sea, and the lowest to the E. of Japan.

It now exceeds the normal by 0.1 inch over S. China, but remains below the 0.1 inch upwards over Japan.

Gradients are gentle over the China Sea and light winds, chiefly southerly, will prevail in that area.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

THE RULE OF THE ROAD.

COXSWAIN'S CERTIFICATE SUSPENDED.

An inquiry was held this morning before the Hon. Captain L. A. W. Barnes, Lawrence, Marino Magistrate, into the circumstances connected with the charge of failing to observe the rule of the road in Victoria harbour, preferred by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grier, solicitors, against the master of the steam launch *Penguin*, Lo Man, certificate No. 1,317, on the 24th inst.

Mr. Wilkinson said on the 24th inst. he was returning to Murray Pier from Stonecutter's Island by launch. In nearing Murray Pier a launch, which proved to be the *Penguin*, was seen approaching the Hongkong side about four points on witness's port side. The *Penguin* never altered her course, but stood on across witness's bows. When a collision appeared inevitable witness had to slow down and starboard his helm in order to clear the *Penguin*. He passed under her stern. There was no alteration, apparently, in the *Penguin's* course. A collision would, in witness's opinion, have been inevitable had he not done as he did.

Mr. Gray, a passenger with witness, said a collision would have been inevitable had their launch not given way.

Lo Man, master of the *Penguin*, explained the position by models, which showed conclusively that he had crossed the bows of complainant's launch which was on her starboard side, when he should have given way.

His Worship ordered the master of the *Penguin*, Lo Man, to have his certificate suspended for a period of four weeks.

Addressing Messrs. Wilkinson and Gray, his Worship said: I desire to thank you two gentlemen for coming forward to give evidence, as it is only by such means (too seldom done) that it is possible to impress upon masters of steam launches that they cannot afford to ignore the rule of the road in this harbour.

DROWNING FATALITY.

IN HONGKONG HARBOUR.

TELEGRAMS.

[Reuters.]

Russia.

London, 27th July.

General Stolypin, interviewed by Reuter's representative, said that the Tsar was resolved on a policy of strong-handed reform. Reaction was farthest from the Tsar's wishes, but the revolutionaries must be thwarted.

General Stolypin relied on the innate patriotism of the mass of the nation, and believed that the appeal of the Tsar to them would result in the effective repression of anarchical forces. When the Cabinet was complete, it would produce an exhaustive programme covering the land question. No steps would be taken against the members of the late Duma, unless they attempted to irritate.

The Tsar had dissolved the Duma with the utmost reluctance when he found that nothing useful could be expected from them.

Later.

Extensive agrarian risings are reported, and the Government of Moscow reports that the troops have been defeated in a fight with the peasants at Borisovka in the province of Kursk.

The British Navy and the Hague Peace Conference.

Mr. Robertson, in the House of Commons, said that there was a unanimous opinion on the Board of the Admiralty that the shipbuilding programme should be reduced as follows: three, instead of four, *Dreadnoughts*; two, instead of five, ocean-going destroyers; and eight, instead of twelve, submarines. This reduction would save £2,500,000.

Referring to the forthcoming Hague Conference, the Government, bearing in mind the resolution already passed by the House of Commons, favouring a reduction of armaments, proposed to lay down, for 1907-1928, two armoured, instead of four, armoured, ships, with provision for a third, to be laid down, if the Hague Conference proved abortive. This was done in order to emphasize the good faith of the Government at the Hague Conference.

This, however, did not exhaust the possible economies which the Sea Lords recommended.

The reductions, it was unanimously agreed, would not imperil the balance of sea power.

Another factor in the case was that there had not been that progress in foreign navies which the Admiralty had anticipated when the Estimates were framed a year ago.

The Unionist members doubted whether the Sea Lords had made the reductions of their own free will, and predicted that the dream of the Government of an international peace was doomed to early extinction.

Sir Henry Campbell-Bannerman said that no one wished the Navy to be weaker, but extravagance did not secure efficiency.

The Navy Votes.

28th July.

The House of Commons has adopted the Naval votes.

The Naval Rebellion.

Colonel McKenzie has arrived at Durban. He declares that the rebellion is ended.

CLAIM FOR RENT.

AN UNSTAMPED AGREEMENT.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Webster, Vice-Cudge presiding, Leung Wa-Hing, trading as the Shan-Yik, of No. 39, Gough Street, sued the Kwing-Tak Tai firm of No. 3, Wing Lok Street, foreign dealers, for recovery of the sum of \$75 being one month's rent for the first and second floors of No. 3, Wing Lok Street, and one month's rent in lieu of notice of quit.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiff, defendants appearing in person.

Mr. Dixon said that the defendants, who occupied the ground floor of the premises in question, approached the plaintiff with a view to renting the first and second floors of the house, which were then vacant, and they entered into an agreement accordingly, the defendants to pay \$45 per month. Leung Wa-Hing, the plaintiff, said that on the 22nd day of the fifth month the defendants approached him with a request that he would let them the first and second floors of No. 3, Wing Lok Street, of which premises they were then in occupation of the ground floor. An agreement was reached at, and rent was to be paid at the rate of \$45 a month for the two floors.

His Honour (looking at the document produced): But this is not stamped; I cannot accept this. Will you undertake to get it stamped?

Mr. Dixon: I will not give any personal undertaking to get it stamped, my Lord.

His Honour: Well, if the case is proved I can only give judgment subject to that document being stamped.

Mr. Dixon: I don't know if the plaintiff will get it stamped, but probably he will—the penalty is very small.

His Honour: You had better ask him. In the meantime I am bound to impound this document, as it has now come into my hands. Plaintiff, being referred to on the subject, undertook to get the agreement stamped in the course of to-day. Continuing, he said that the agreement was concluded and the premises handed over, but defendants, as far as he knew, never used them, and later told him they did not want them. At the time of signing the agreement defendants paid \$15 in advance on account of rent. He had to give possession on the 30th June. Defendants stated that the agreement was for them to enter into possession of the premises on the 13th June; but on that day they could not get possession, and only on the 30th July were they informed that the premises were at their disposal. They did not want them then, and they did not occupy them or use them in any way, and notified plaintiff of that fact. Evidence was called in corroboration, and judgment was given for defendants with costs.

REVIEWS.

"MODERN MEDICINE FOR THE HOME."

The majority of books which go under the title of "household physicians" or similar designations are so filled with technical terms that the lay reader finds himself in a labyrinth when he attempts to discover the symptoms of and remedy for any disease of a patient from which he may be suffering. But Dr. Ernest Walker, M.R.C.S., L.R.C.P., in his "Modern Medicine for the Home," has provided a work which should be in every household. The language is so clear and precise that a child could understand it. There is no theorising or didactic doctrines. In the simplest manner, Dr. Walker briefly states the causes of the disease, the symptoms and the treatment. The common ailments which afflict humanity are all included in this volume of 200 pages, from abscesses to yellow fever. But what renders the work most valuable in the general body of readers is the careful exposition of children's troubles. These troubles may be slight but they are none the less of importance in the eyes of the mother, and "Modern Medicine" shows how the child may be relieved. In some cases the remedy is ridiculously simple; reference be made to Dr. Walker's publication, and many an infant would be saved a world of pain if the simple treatment precribed in this medical dictionary were applied at the outset. As a rule, most of the books which deal with the everyday complaints of children and adults alike are far too erudit; they abound in strings of formulas which are so much Double Dutch to the average reader; indeed the aim of the authors appears to be to render darkness more impenetrable. But "Modern Medicine for the Home" avoids the highly scientific. It is actually what it claims to be, a household companion. In "Three Men in a Boat" Jerome K. Jerome is induced to take a holiday because after perusing a volume of quick remedies, he discovers that he has every disease under the sun except housemaid's knee. Dr. Walker takes a *cheaper* view of his subject; like a practical man he goes straight to the point and before you know where you are the cure is effected. Considerable attention is given to poising and the antidotes which should be used pending the arrival of the doctor. "Modern Medicine for the Home" is cheap, handy and useful. There is only one fault to find with the book. It is bound in red covers, with the result that in this climate the dye is apt to discolor the fingers, but that will, no doubt be remedied in future editions.

"THE POISON DEALER."

Georges Ohnet is best known in England by his, incomplicable, "Ironmaster" or "Le Maître de Forges" as it is called in French. But M. Ohnet has struck out a new line for himself in "The Poison Dealer," which gives a vivid picture of the evils of the drink trade and its effects on the rising generation. Indeed, the work might have been issued under the auspices of some temperance association, for while it is intensely dramatic, the central idea of the curse of drunkenness is never forgotten. The scene starts with a prosperous French firm which largely through the initiative of the chief partner Vernier is on the road to fortune in the wine trade. Vernier follows orthodox methods at first, but eventually practices a concoction which is warranted to bring murder and sudden death on all who use it. The very seductive nature of the liquor constitutes its chief charm. Vernier himself is merely a man of business, but his son is a degenerate who gets entangled with a demi-mondaine and indulges in all the excesses of gilded youth. His health is shattered by debauchery; he is the cause of constant trouble to everybody. An accident leads to his acquaintance with an idyllic country maid, and, he endeavours to shake off his *lascivious* with the Barian flame. The influence of his new love prevails for some time, but after he is married the old charmer endeavours to recover her power over the weak-willed distiller's son. There is a terrible holocaust at the end. Through the story runs a love interest which ends in the usual way. "The Poison Dealer" is sensational, tragic and at the same time it holds a moral. No one would guess, however, that Georges Ohnet was the author.

A MODERN SOCIETY NOVEL.

As one may judge from the title, many of the scenes in "The Beauty Shop" occur in one of those many establishments in Bond Street where faded beauties seek the elixir of life and pay fabulous sums to recover the pink cheeks and clear complexion which fascinated the world before their owner had lost all trace of beauty amid a whirlwind of gaiety and a multitude of romances. The shan and hollowness of it all are admirably portrayed.

It is all quackery pure and simple; but aristocratic quackery. There is humour of the sardonic sort in the description of the remedies supplied to rejuvenate worn downers. But the rapid life of the metropolis is mingled with rural Kentish pleasures, where the bucolic mind is panted with fidelity. The arch-villain of the piece is a South-American who has been everywhere, seen everything and knows everybody. Myrtle Dalmer, the daughter of a county squire, comes to London to make her *debut* in society, leaving behind her, a poor curate who crushes his hopes and desires in his heart. The Rev. Wyld is a second Robert Elsmere condemned to labour in a rural parish. Of course, Myrtle becomes the prey of the South American adventurer who seems to live on the wind. Meanwhile, the "beauty shop" is at sixes and sevens owing to the "model" who is disgusted with her occupation. Her duty is to attribute her wonderful complexion to the cosmetics compounded in Bond Street, and she is eternally at war with herself and everybody else. After Myrtle and the adventurer are wedded all goes well for a while. The "model" disappears, and the quixotic Wyld spends days and nights hunting for her in order to rescue the fallen. He finds her in the Empire music hall and dramatically meets his old love while escorting the Magdalene. The adventurer turns out to be a blackmailer and that is the end of him.

"The Beauty Shop" is witty, piquant, and clever. It abounds in apt situations and decidedly adds to the reputation of the author, Mr. Daniel Woodroffe. It is the best society novel we have read for some time.

THE WEIRD AND WONDERFUL.

Stories of the discovery of the fourth dimension were once very popular. Mr. George Griffith has made his name as a sensationalist and he lives up to it in his latest work, "The Mummy and Miss Nitocris." When people can be invisible at will, reincarnate themselves, return to their original state some thousands of years back, and perform all manner of strange and uncanny acts, it may be supposed that they hardly act as respectable subversives. There are any number of thrills in the book. The British Navy saves the Russian Empire, prevents a world-wide international war and behaves itself as the Navy is always supposed to do. Those who care to read novels of the sensational and weird order cannot do better than purchase Mr. Griffith's work, for it is certain they will not be disappointed. But it might not be advisable to read it immediately before retiring for the night, otherwise nightmares might be the consequence. "The Mummy and Miss Nitocris" is readable from start to finish.

VILLAINY UNMASKED.

Everybody knows Dick Donovan who has been writing detective novels for nearly half a century. But "Thimble's Crime" is a detective story which is not a detective story, if the meaning of that be clear. It has all the elements of violence and crime, of innocence and rascality, of violence triumphant and vice exposed. The novel opens with a prize-fight to which "judge" and journalists, lords and rascals flock in their hundreds. The favourite is doped, but only a few are let into the swindle. That night there is a card-party where Thimble and a few others attempt to look a guileless sprig of aristocracy, only to be denounced by the manly, upright, straightforward son of the require. Of course there is a duel, and the heroine, the *fairest* of the hero, appears on the scene to give her lover lying unconscious. She promptly strikes the scoundrelly antagonist with her whip and not only blinds him in one eye but spoils his beauty for ever. There is a wicked elder sister who abandons her from home and turns up in a London public-house, where she seems to be part of the goods and chattels. Excitement rises to fever-heat when the parties come together in London. The hero and his aristocratic friends are decimated to a deserted house and ill-treated with torture and death. They escape, but the story is circulated that the young unmarried heroine has gone to live with her preserver at his town house. It is all a mistake, but it serves to keep up the interest. The scoundrels are caught at their nefarious practices red-handed and suffer accordingly. The noble lord marries the hero's sister and the hero and heroine are made one. There is one fault with the story; why will Dick Donovan persist in using words which are not to be found in any dictionary on the face of the earth? It is a most irritating practice, but probably the majority of readers will pass over the uncouth terms in following the exciting episodes of the chief characters.

ADVENTURES OF A GIRL.

"Rowena" is a delightful book, utterly devoid of the cheap clap-trap and high-falutin' nonsense which too frequently destroys the writings of lady novelists. The chief protagonist is the daughter of a most unworthy professor who spends his days and nights over what is to him his *magnum opus*. In the midst of his obsessions, he allows his household to fall to pieces and the inevitable crash comes. Rowena goes to London as lady companion to a jumbled-up piebald while the Professor beakes himself to Scotland. The experiences of Rowena in the household of the bombastic, ignorant and contemptible *bourgeoisie* are admirably depicted. Eventually she has to depart, at a moment's notice, but her evil genius being in the ascendant she meets a former visitor to the house where she had been engaged and accepts the appointment of governess to his child. The Professor is still at his books, trying publisher after publisher to bring out the work of the century. Nobody will have anything to do with it, but one publisher genially states that he will bring it out for £1,000. Rowena therefore makes it her business to save up the sum. The Professor receives a mysterious gift of £1,000 and the book is published, but it does not set the *Thames* on fire. It turns out that Rowena's employer who thrusts unwelcome attentions on her is an ex-burglar, but, without disclosing the sequel, it may be said that all turns out right. The dialogue is keen and occasionally epigrammatic. The story rolls on easily; every chapter is a drama in itself—a drama of social and everyday life. There are no long dissertations to disturb the reader who turns to the novel for recreation and pleasure, and no pages to be skipped. "Rowena" should attain a wide circulation.

"Modern Medicine for the Home," by Ernest Walker, M.R.C.S., L.R.C.P.

"The Poison Dealer," by Georges Ohnet. "The Beauty Shop," by Daniel Woodroffe. "The Mummy and Miss Nitocris," by George Griffith.

"Thimble's Crime," by Dick Donovan.

"Rowena," by Agnes Giberne.

All the above works are published by Mr. Werner Laurie, Cliford's Inn, London.

A DISORDIBLY JAPANESE.

ASSAULTS A BRITISH SOLDIER.

Guchi Sato, a Japanese, and three other foreigners of the same nationality, broke loose on Saturday night, but a policeman had to take Guchi in charge before his spurs had really begun. Guchi, who was the leader of the quartette, and measures about 4 ft. 6 in. in his socks, for he was in his socks when he visited Mr. Gompertz this morning, became very disorderly in Ship Street, on Saturday night, so much so that a policeman, no higher than Guchi, went to quell the disturbance. Before the officer had given his order the Jap sprang at his throat and the tussle began. Gunner James O'Sullivan, of the West Kent Regiment, who saw both men going it tooth and nail, went up to assist the policeman and is sorry for it now, for he said that he found great difficulty in walking, owing to the use Guchi made of his legs, and that he cannot use his right hand to work, because it fell into Guchi's mouth. However, before Guchi went far, all his fighting energy was extinguished and he was placed in a cell. This morning he was brought to the Police Court on two charges: Riotous and disorderly, while drunk, and assaulting the soldier. He denied both charges at the top of his voice and was on several occasions seen to be subduing a smile. He was found guilty, nevertheless, and the smile faded when his Worship fined him \$5 on the first charge and \$10 on the second, part of the latter fine to go to the soldier as compensation for his mauling.

THE WATER SUPPLY AGAIN.

A PATENT C. APPEAL.

A Chinese correspondent writes us as follows:—The inhabitants of the City of Victoria, especially in the central districts are constantly forced into quarrels about their water supply, notwithstanding the abundance of that liquid which is now in the Colony. Their grievance is that it is impossible to get enough water by the new Ryder main system as the water is only turned on at certain times, through half-inch pipe, and by the time the ground and first floor tenants have filled their vessels, the second and top floor tenants find they cannot get any, and the consequence is that the tenants of the upper floors are continually howling and quarrelling with those below in order to get them to fill their vessels and close their taps in time to let the upper flats have some chance of getting the fluid before the service is turned off. This difficulty also often leads to regular fights, and thus make life in the flats very disagreeable. The poor classes of Chinese suffer much more than the wealthier, as they are, without the means to purchase large *récipients* to collect the water in, and often have to borrow from such benevolent neighbours as may be disposed to lend them a jar now and again. But their requests are too often refused, and when they beg for the assistance they generally get a black eye instead. If the public cannot get a full supply of water, concludes our correspondent, "when it is in such abundance, how can the Government expect them to keep their persons and premises clean and healthy?" Instead of driving away the plague the dirt which accumulates everywhere through want of the cleansing means is bound to increase it, besides rendering the unlucky inhabitants liable to all sorts and forms of horrible diseases. Will not the Government do something in the matter then, to let us have more water?"

KINDNESS REPAYED.

COOLIE SEVERELY PUNISHED.

Ko Yung, who apparently obtains a living by his wife's return from the interior on Saturday last, and discovering that he was hard-up and had small chances of obtaining employment, paid a visit to a friend, who is employed in a furniture store at No. 24, Lyndhurst Terrace. He related his troubles to his friend and inquired if anything could be done to give him a helping hand as he was down on his luck. The friend had no cash but invited Ko to share his room with him, and have "chow" together until such time as he could get a job. Ko accepted the invitation immediately. That night both men went to bed together. At about four o'clock yesterday morning, Ko crept out of bed, dressed himself hurriedly, picked up some keys that were lying on a table and went below and opened the shop. Then picking up four American chairs, he relocked the premises and cleared away. When his friend awoke he found his guest gone and so were the shop keys. Suspecting something wrong he went into the shop by the back door and finding that the place had been robbed he notified the police, and later Ko was arrested just as he was about to pawn the chairs. On being placed before Mr. H. H. Gompertz, at the Police Court this morning, Ko pleaded guilty and was sentenced to one month's imprisonment and six hours' stocks. Inspector Warnock prosecuted.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Upholsters \$300, Hongkong Fires \$315, China Fires \$80, HK, C. and M. Steamboats \$27, Rafts \$5, Humphreys \$11.50, China Bores \$8, China Provident \$9, Green Islands \$28, Tramways \$235, Ices \$240, Light and Powers \$10. Sellers:—Canton Insurances \$340, Shell Transports \$276, China Sugars \$145, West Points \$5, Hotels \$125, Cottons \$14, Electric \$15, Ropes \$10, Watsons \$13. Sides:—China and Manilas \$14, Douglas \$47, Hongkong Lands \$111. Nominal:—Hongkong Banks \$381, National Banks \$17, India \$70, Hongkong Docks \$153, Kowloon Wharfs \$16, Shanghai Docks \$18, 91 Hongkong Wharfs \$123, Dairy Farms \$164, Powells \$161.

TO-DAY'S EXCHANGE.

London—Bank T.T. 21 5/16
Do. 1 month's sight 21 1/2
Do. 4 month's sight 21 1/2
France—Bank T.T. 65
Germany—Bank T.T. 51 1/2
India T.T. 18
Do. 1 month's sight 18 1/2
Shanghai—Bank T.T. 22
Singapore T.T. 103 1/2 prem
Japan—Bank T.T. 103 1/2
Java—Bank T.T. 27

Buying:

4 months' sight L.C. 21 1/2
6 months' sight L.C. 21 1/2
10 days' sight San Francisco & New York \$11.50
months' sight 52
10 days' sight Sydney and Melbourne 52
4 months' sight France 60
6 months' sight Japan 21 1/2
months' sight Germany 21 1/2
Bank Silver 38 1/2
Bank of England rate 31
Sovereign 43

TRY "YEBISU"

THE FAMOUS JAPANESE BEER.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM STEAMERS TO SAIL
GLASGOW and LIVERPOOL "TELEMACHUS" 2nd August.
GLASGOW and LIVERPOOL "PELEUS" 9th "
GLASGOW and LIVERPOOL "CHING WO" 10th "
GLASGOW and LIVERPOOL "ANTENOR" 10th "
GLASGOW and LIVERPOOL "CYCLOPS" 23rd "
GLASGOW and LIVERPOOL "BELLEROPHON" 30th "
GLASGOW and LIVERPOOL "KINTUCK" 30th "
GLASGOW and LIVERPOOL "TEENKAI" 6th September.
GLASGOW and LIVERPOOL "MACHAON" 6th "
The S.S. "Mennen" left Moji on the 27th instant, at 5 P.M., and is due here on the 2nd prox.
The S.S. "Telemachus" left Singapore on the 28th inst., at noon, and is due here on the 2nd prox.

HOMeward.

FOR STEAMERS TO SAIL
LONDON, AMSTERDAM & ANTWERP "PING SUEY" 31st July.
LONDON, AMSTERDAM & ANTWERP "PATROCLUS" 7th August.
LONDON, AMSTERDAM & ANTWERP "ORESTES" 14th "
LIVERPOOL DIRECT "TYDEUS" 20th "
LONDON, AMSTERDAM & ANTWERP "ACHILLE" 28th "
HAVRE, ROTTERDAM & L'POOL "ALCINOUS" 30th "
Taking cargo on board Liverpool at London rates and taking cargo for Genoa, Marseilles and Hull to connect with "Astanax" at Singapore.
Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and "TELEMACHUS" 4th August.
PACIFIC COAST PORTS, "BELLEROPHON" 1st September.
NAGASAKI, KOBE and YOKOHAMA

WESTWARD.

FOR STEAMERS TO SAIL
TACOMA, SEATTLE, VICTORIA and "TYDEUS" 15th August.
PACIFIC COAST "STENTOR" 8th September.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL
MANILA "TEAN" 31st July.
CEBU and ILIOILO "SUNGKING" 1st August.
SHANGHAI "YIENTHIN" 1st "
YOKOHAMA and KOBE "YINGCHOW" 3rd "
MANILA "YOCHEAN" 4th "
CHEFOO and NEWCHWANG "TSINAN" 4th "
TIENTSIN "TAMING" 7th "
MANILA, ZAMBOANGA, PORT DAKWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE "TAIYUAN" 11th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th July, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 28th July, 1906.

HONGKONG—NEW YORK.



AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).
Steamship "JOHN HARDIE"..... 20th August.
For freight and further information, apply to

SHEWAN, TOME'S & CO.,

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70]

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906. [70]

Shipping—Steamers.

HAMBURG-AMERIKA
LINE
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

HOMeward.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS.

ALESIA { 1. VIA HAVRE AND HAMBURG } 7th August.
Capt. Luning { 2. VIA SINGAPORE, PENANG AND COLOMBO } 21st August.

SPEZIA { 1. VIA SINGAPORE, PENANG AND COLOMBO } 4th September.
Capt. Müller { 2. VIA SINGAPORE, PENANG AND COLOMBO } 18th September.

*SILESIA { 1. VIA SINGAPORE, PENANG AND COLOMBO } 28th September.
Capt. Peter { 2. VIA SINGAPORE, PENANG AND COLOMBO } 28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAIRBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI AND CHINKIANG	10th August. Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOK	Beginning of September. Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

Taking cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage apply to
HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

For steamers of the Coast Service marked to
SIEMSEN & CO. [654]

Hongkong, 30th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	KUTSANG	THURSDAY, 2nd August, 3 P.M.
SHANGHAI	ESANGI	THURSDAY, 2nd August, 4 P.M.
TIENTSIN VIA SWATOW & CHEFO	CHONGSHING	FRIDAY, 3rd August, 4 P.M.
MANILA	YUENSANG	FRIDAY, 3rd August, 4 P.M.
SHANGHAI	HANGSANG	FRIDAY, 3rd August, 4 P.M.
SANDAKAN	MAUSANG	SUNDAY, 5th August, Daylight.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking cargo on Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 30th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meissner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 27th July, 1906. [62]

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTA" will be despatched for the above Ports on or about the 6th of August.

For Freight and further particulars, apply to

SHEWAN, TOME'S & CO., Agents.

Hongkong, 27th July, 1906. [62]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG to CALLAO, IQUITO, VIA JAPAN PORTS.

"KASADO MARU," 6,000 tons, sails on or about August 7th, at Noon.

"GLENFARG," 4,000 tons, sails on or about August 23rd, at Noon.

(Date of sailing subject to alteration).

Taking freight also to other Western Coast Ports of South America transhipping to the Connecting Line.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSDA, Manager, York Building.

Hongkong, 20th July, 1906. [751]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [780]

HONGKONG SANG & CO., No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Ladies' Shirts made to order.

TUNGB WING, Prince's Building.

No. 1 Stall, Central Market.

Hongkong, 14th May, 1906. [761]

PRICE VERY MODERATE.

Hongkong, 14th September, 1906. [762]

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [763]

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA."

THE MISSIONARY COMMISSION CASE.

JUDGMENT ON APPEAL.

On July 19 in the Osaka Appeal Court, judgment was delivered in the appeal of the Osaka Shosen Kaisha against the decision of the Osaka Chiho Saibansho delivered in March last in the suit brought by Mr. Masujima, a barrister, on behalf of the family of the late Rev. G. H. Appenzeller, of Lancaster, Pennsylvania, U.S.A. against the Osaka Shosen Kaisha for compensation amounting to Y10,800 for the death of the reverend gentleman, who was drowned on June 11, 1900, in the collision between the O.S.K. steamers *Kitsugawa* and *Kumagawa*. The plaintiffs, Mrs. Appenzeller and her four children, held that the death of the missionary was due to negligence on the part of the captain of the *Kumagawa-maru*. The missionary at the time of his death was in receipt of an annual salary of \$1,650 from the Methodist Mission, and as he would have lived 24 years longer, according to the law of averages, the plaintiff claimed an amount equal to the salary which would have been due to him, amounting to Y80,800. In addition they each claimed Y6,000 damages for personal distress at their bereavement.

The Osaka Chiho Saibansho awarded judgment for Y80,000 for each plaintiff—Y40,000 in all, holding that from the exhibits put in by the plaintiffs it was clear that they were entitled to receive some money from the mission after the death of the missionary. It was also clear that the plaintiffs had been living apart from the deceased, and if he had lived he would have required a part of his salary for his own maintenance. In view of these facts, the damages claimed were excessive, but in consideration of the unhappy life of the plaintiffs, who were now widowed and fatherless, the conditions of living in America, the Court deemed it proper that compensation should be paid at the rate of Y8,000 for each plaintiff. Against this decision both the plaintiff and the defendant company appealed. The Appeal Court has quashed the judgment of the Osaka Court, and dismissed the claim.

The respondents (the Osaka Shosen Kaisha) admitted all the facts advanced by the plaintiffs and the claim, but maintained that they would abandon the *Kumagawa-maru*, lying at the bottom of the sea off Chemulpo, to the plaintiff, and thus free themselves from liability, according to Article 544 of the Commercial Code, which provides—"A shipowner can free himself from liability for acts of the master done within the limits of legal authority, or for damage to other persons caused by the acts of the master or another mariner in the performance of their duties, by abandoning—at the end of the voyage—to the creditor the ship, the freight, and all claims for damages or commission which have accrued to him in relation to the ship; unless he himself is in fault."

The Court upheld this contention, and dismissed the claim, ordering the respondent to abandon the steamer lying at the bottom of sea. We understand that the Osaka Shosen Kaisha has been ordered to surrender the insurance money for the *Kumagawa-maru*.—*Japan Chronicle*.

THE PRESS IN CANTON.

VICEROY SHUM DETERMINED TO SUPPRESS.

A Peking correspondent states that H. E. Tsien Ch'un-hsien, Viceroy of the Two Kwang provinces, at Canton, writing the other day to the Hsüan-chung-pu, or Ministry of Public Safety, and asking for a copy of the proposed Press laws that were being drawn up by that ministry, informed that body that, unless he (the Viceroy) was furnished at once with a copy, it was this intention to promulgate certain Press laws himself "for local consumption" at Canton. "There have lately been sprung up several newspapers in Canton whose unbridled licence in commenting on their betters must be stopped and in the absence of the laws promulgated from Peking the provincial authorities of Kwangtung will be compelled to take the law into their own hands for the preservation of peace and good order in the province. The locally made Press laws will, however, be suspended on receipt of the laws from Peking." As the Press laws drawn up by the Hsüan-chung-pu are now in the hands of the various Chinese abroad for comparison with the Press laws of the countries to which they are accredited, there cannot be any Press laws for China until reports therefrom from the Chinese abroad be received by the Imperial Government.—*N. C. D. News*.

Shipping.

Arrivals.

Hausa, Ger. cruiser, 4,500, Marwede, 28th July, from Tsingtau.

Shosho Maru, Jap. ss, 1,611, M. Nemoto, 28th July, Shanghai via Fochow, Amoy and Swatow; 20th July, Gen.—O. S. K.

Wongkoi, Ger. ss, 1,150, W. Rehn, 28th July, Bangkok and Swatow 27th July, Rice and Teakwood.—B. & S.

Helene, Ger. ss, 771, J. Jessen, 28th July, Holhov 27th July, Coal and Gen.—J. & Co.

Kalvberg, Ger. ss, 1,200, C. Hjelgesen, 28th July, Hongay 25th July, Coal, —J. & Co.

Pitsanulok, Ger. ss, 1,267, D. Reimers, 28th July, Holhov 27th July, Rice and Wood.—B. & S.

Progress, Ger. ss, 687, H. Pahren, 28th July, Wang-chow-wan via Macao 25th July, Gen.—Man Fook.

Kiangping, Ch. ss, 1,100, Buram, 28th July, Chinkiang 24th July, Gen.—Kwong Man Wo.

America Maru, Jap. ss, 3,460, Philip Goings, 29th July, San Francisco 30th June, and Shanghai 26th July, Mails and Gen.—T. K. K.

Hangang, Br. ss, 1,356, S. Wilde, 29th July, Shanghai via Swatow 24th July, Gen.—J. M. & Co.

Marie, Ger. ss, 1,169, J. Petersen, 29th July, Haiphong 26th July, and Hoibow 28th, Rice and Pigs.—J. & Co.

Chidai, Nor. ss, 1,107, H. Nielssen, 29th July, Bangkok 21st July, Gen.—Y. K.

Nanhai, Br. ss, 1,209, A. Jones, 29th July, Saigon 25th July, Gen.—D. S. & Co. Ltd.

Arron, Br. ss, 1,201, H. Plough, 29th July, Newgate 4th July, Coal—S. T. & Co.

Lightning, Br. ss, 2,122, J. G. Spence, 30th July, Calcutta 13th July, Penang 11th, and Singapore 16th, Gen.—D. S. & Co. Ltd.

Haiman, Br. ss, 636, A. J. Robson, 29th July, Fochow 27th July, and Amoy 28th July, Gen.—D. L. & Co.

Prints Eitel Friedrich, Ger. ss, 5,001, E. Malchow, 30th July, Hamburg 24th June, and Singapore 26th July, Mails and Gen.—M. & Co.

Willehad, Ger. ss, 3,012, Ph. Obenauer, 30th July, Sydney 7th July, Gen.—M. & Co.

Taiwan, Br. ss, 1,460, C. Lindberg, 30th July, Port Darwin 19th, Zamboanga 24th, and Manila 27th, Gen.—B. & S.

China, Aust. ss, 2,855, J. Daminovich, 30th July, Shanghai 25th July, Gen.—S. W. & Co.

Hue, Fr. ss, 705, Gordinia, 30th July, Haiphong and Hoibow 29th July, Gen.—A. R. M.

Vinchow, Br. ss, Frazier, 30th Aug., Shanghai 25th July, Gen.—B. & S.

Penverlich ss, 2,162, MacIntosh, 30th July, Singapore 24th July, Gen.—G. L. & Co.

Wingsong, Br. ss, 1,247, G. H. M. Walker, 30th July, Newchung 23rd July, Gen.—J. M. & Co.

Yuensang, Br. ss, 1,128, F. Mooney, 30th July, Manila 27th July, Gen.—J. M. & Co.

Clearances at the Harbour Office.

Kutshberg, for Haiphong.

Jitche, for Canton.

Kiangping, for Canton.

Hangang, for Canton.

Prints Eitel Friedrich, for Shanghai.

Haiman, for Swatow.

Yinchow, for Canton.

Sitao, for Shangh.

Fuching, for Canton.

Departures.

July 29.

Huiching, for Swatow.

Mordiske, for Batavia.

Crusney, for Chonf.

Tifanai, for Macassar.

Sylvia, for Canton.

July 30.

Jeuri, for Manila.

Kiangping, for Canton.

Hongkwan, I. for Amoy.

Chongshing, for Canton.

Passengers arrived.

Per Nathan, from Saigon—28 Chinese.

Per Pitsanulok, from Hoibow—823 Chinese.

Per Hangshang, from Shanghai, &c.—Messrs. Evans, Arthur and Pigram.

Per Lightning, from Calcutta, &c.—Messrs. Kristoffersen, Hauge, Olsen, Brown, 376 Chinese.

Per Taiwan, from Australian Ports—Messrs. McGrath, Gilmore, Bickerton, M. Waters, S. Felices, T. Wheeler, Irvine, Mrs. Jones, Messrs. Stewart, Moore, Neva, Calman, 72 Chinese, and 78 Japanese.

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SHIPS.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain Barillon, will be despatched for MARSEILLE on TUESDAY, the 7th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS 21st August.

S.S. CALEDONIEN 4th September.

S.S. POLYNESIEN 18th September.

S.S. SACAZIE and October.

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th July, 1906. [11]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON,
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, COASTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship
"MOLDAVIA,"

Captain E. H. Gordon, carrying His Majesty's Mails, will be despatched from this to BOMBAY, on SATURDAY, the 11th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Marmora, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cash, for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Moldavia, due in London on the 23rd September.

Parcels will be received in this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 20th July, 1906. [14]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case: \$22.50

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